

GENERAL INFORMATION

THE THREE GENERAL TYPES OF CARRIERS ARE:

- (1) **Common carriers over regular routes**, which include the following:

Passenger carriers, holding themselves out to the public generally to operate certain scheduled routes. Their authorities are defined by designation of highway numbers between certain points. Unless restricted specifically, or otherwise restricted by rules of the Commission, the carriers also generally handle express packages and are allowed to engage in charter service. Other regular route passenger carriers perform a scheduled service under authorities, which allow the transportation of certain classes of persons, such as “workers” to and from their places of employment (generally specifically described), or other classes such as “sightseeing.” They ordinarily do not have authority to handle express matter or engage in charter service, since rules allowing such transportation do not extend to restricted operations.

- (2) **Common carriers over irregular routes**, which include the following:

(A) Property carriers engaged in transporting “special commodities” requiring some sort of specialized handling not usually available from the regular route common carrier services. The commodities are specifically described and include Household Goods and Waste. Such carriers, in general, operate on a call-and-demand basis. The area in which they operate is defined geographically, such as “Statewide,” or “between points within a 100-mile radius of . . .” or “by designation of an area composed of certain parishes”, etc. The authority is frequently restricted to a point within a smaller area within the territory specified.

(B) Specialized Passenger carriers, engaged in rendering an irregular route call-and-demand service to groups on a charter basis, or holding themselves out to provide transportation service to attend certain events, or places, such as athletic events, tourist attraction sites, etc. These are described in many different ways, but all in this category have one thing in common, that is, the service to attend certain events, or places, such as athletic events, tourist attraction sites, etc. These are described in many different ways, but all in this category have one thing in common, that is, the service is not performed on a regular scheduled basis, and the area authorized under the authority is generally defined geographically without specifying specific routes (in a manner similar to that described above for the irregular route common carrier of special commodities).

- (3) **Contract Carriers**, The contract carrier is so called because he/she performs transportation only under contracts. These individual agreements between shipper and carrier contemplate a substantial movement of passengers, household goods or waste over a period of time exhibiting some permanence to the arrangement. The contract outlines the services to be rendered and the basis for computation of charges. The authority under which they operate is called a “*contract carrier permit*.” The earlier authorities issued by the Commission contained certain grandfather provisions. When the Commission commenced regulation of these services under Act 301 of 1938, did not specify shippers or commodities. Under the statutory provisions the Commission has limited transportation to five (5) contracts at most. (Of course, the carrier can only perform as the language of the permit authorizes.) In subsequent years the growth of competition compelled a more restrictive description of the services to be rendered usually naming specific shippers or persons with whom the carrier would contract.

Note: Pursuant to R.S. 45:165 a person may not hold, or operate under, both a common carrier certificate and a contract carrier permit.